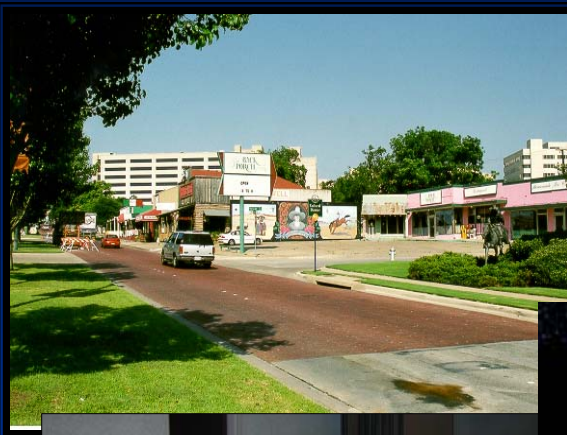


FHWA Scenario Planning Initiatives



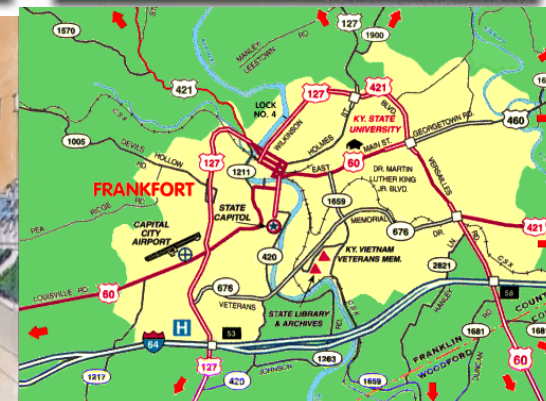
Frankfort, Kentucky
March 6, 2007



photo, Gene Burch



photo, Gene Burch



Scenario Planning Workshop

- Welcome
 - **Marc Williams** - Kentucky Transportation Cabinet
 - **Dennis Luhrs** - FHWA Kentucky Division
- Self Introductions
- What is Scenario Planning?
- Trends
 - **Daryl Greer** - Kentucky Transportation Cabinet



- Scenario Planning Peer Presentations
 - Kate Ange – Renaissance Planning Group
 - Marlie J. Sanderson - North Central Florida Regional Planning Council (NCFRPC) - Metropolitan Transportation Planning Organization
- Local Peer Presentations
 - Dr. Ted Grossardt - Kentucky Transportation Center University of Kentucky
 - Brian Lee – Landscape Architecture University of Kentucky
- Overview of Scenario Planning Tools
 - Jim Thorne – FHWA



What is Scenario Planning?



FHWA's Definition of Scenario Planning

“Scenario Planning is a process in which transportation professionals and citizens work together to analyze and shape the long-term future of their communities. Using a variety of tools and techniques, participants assess trends in key factors such as transportation, land use, demographics, health, etc. Participants bring the factors together in alternative future scenarios, each of these reflecting different trend assumptions and tradeoff preferences.”.



Scenario Planning: An Integrated Approach to Decision Making

Assess Values, Trends, and Tradeoffs



GIS based Visualization Tools

Interactive Tools

Relationships, Credibility and Trust



The Plan

Public Sector

Civic Sector

Federal Agencies

**Business
associations,
BIDs**

**State DOT
MPOs
Transit Agencies**

**Advocacy
organizations,
professional
groups**

**Local Planning
authorities, agencies**

**Citizens &
Elected Officials**



Sample Scenario Planning Process

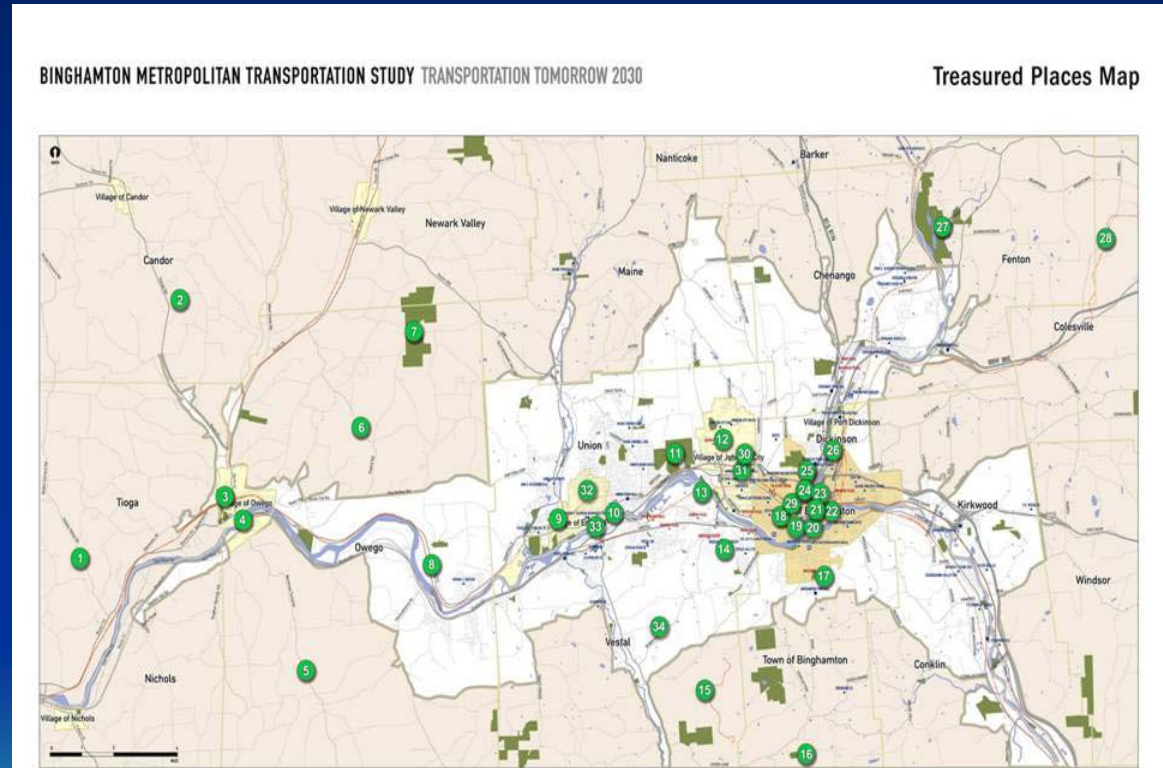
- Step 1: Identify Quality of Life Issues
- Step 2: Research Driving Forces
- Step 3: Determine Patterns of Interaction
- Step 4: Create Scenarios
- Step 5: Analyze Implications
- Step 6: Evaluate Scenarios
- Step 7: Monitor Indicators



SCENARIO DEVELOPMENT:

Values and Visions

- *Invite the opportunities*
 - ❖ Arts & tourism
 - ❖ Manufacturing
 - ❖ Health care
 - ❖ R&D
- *Invite the people*
 - ❖ Students
 - ❖ Young adults
 - ❖ Families
 - ❖ Retirees



Regional Tourism Guide

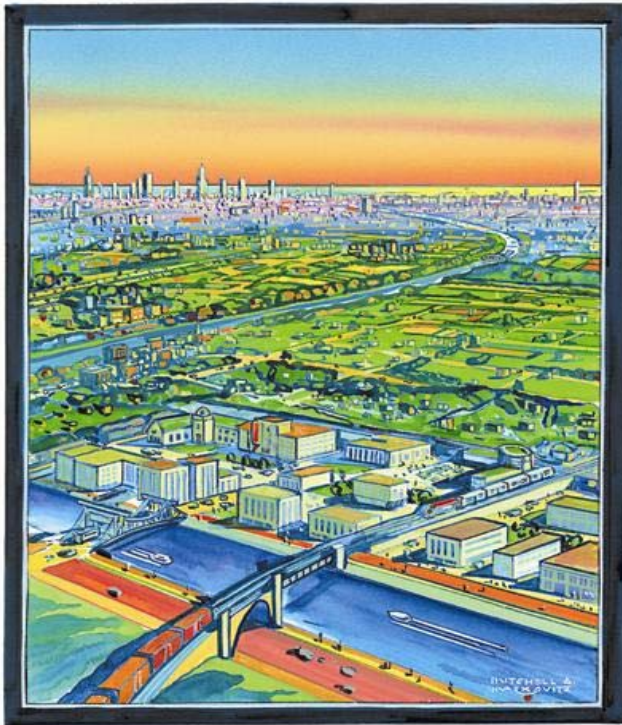
Neighborhood health care

Downtown artisans

Office park public art

Binghamton Metropolitan Transportation Study

The Importance of Scenario Planning to State & Local Partners



- Enhances ability to respond to change
- Helps to manage and prioritize use of limited resources
- Provides information to avoid potential consequences and to seize opportunities
- Provides tools to assess transportation's impact on communities
- Facilitates consensus building among a wide variety of stakeholders

Benefits

- When the public uses the same tools that planners use, they understand planning much better
- The biggest problem facing city planners is lack of consensus; this technique helps groups reach consensus quickly



Benefits of Scenario Planning

- Analyzes complex issues:
 - Commonsense framework and process
 - Comprehensive data
 - Regional decision support tools
- Facilitates consensus building:
 - Community participation
 - Clarification, communication and understanding
 - Enlighten decision making

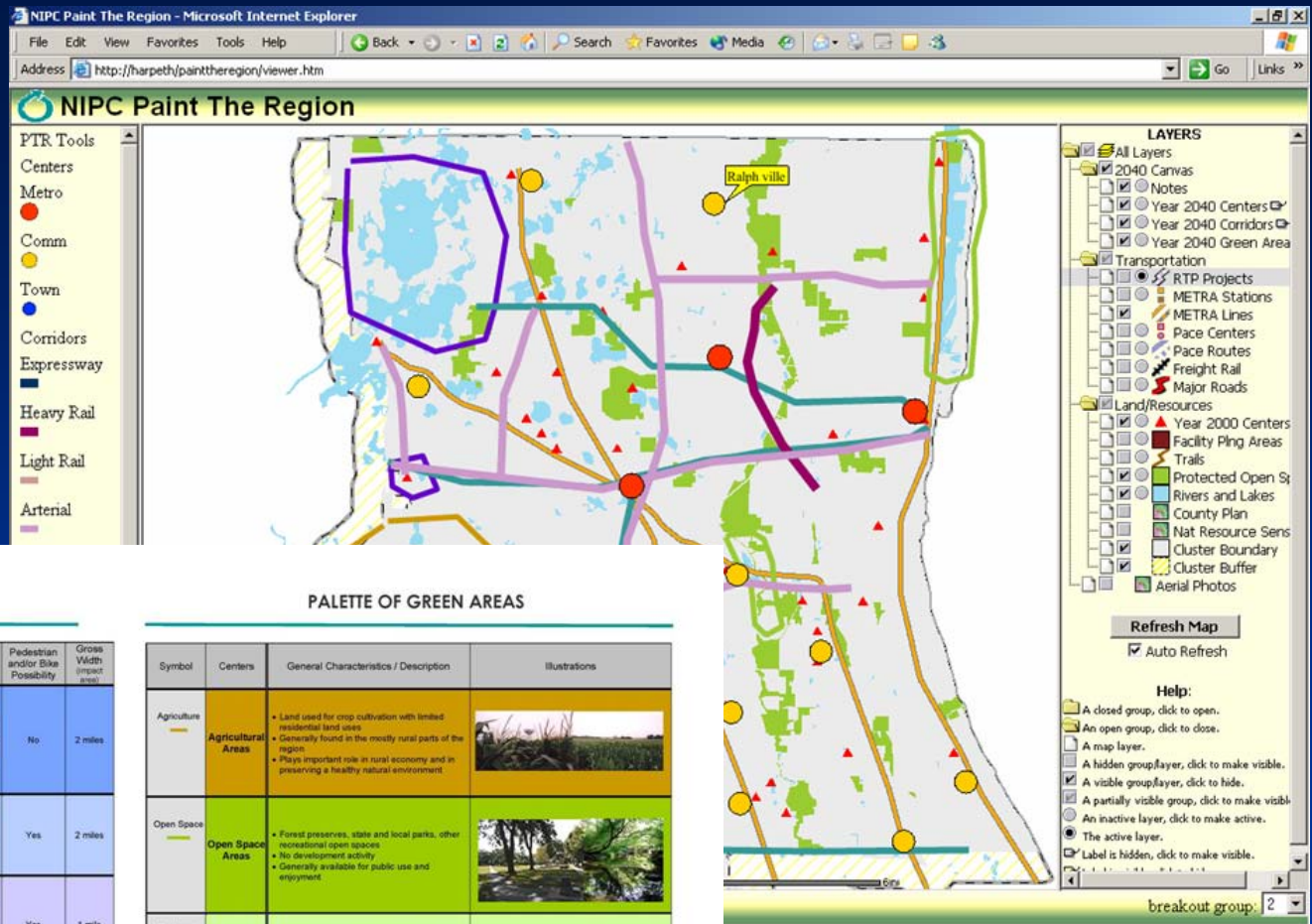


The Workshops

- Members of the community and stakeholders get together to review existing maps and brainstorm ideas for new development.
- Maps and Development Type Menus enable participants to create alternative scenarios.
- The scenarios are compared on the fly to assist in developing new ideas.



Visualization



PALETTE OF CORRIDORS

Symbol	Corridors	General Characteristics / Description	Illustrations	Pedestrian and/or Bike Possibility	Gross Width (approx. feet)
	Expressway Corridor	<ul style="list-style-type: none"> About two mile wide stretch along the length of an Expressway Highly accessible by cars and other heavier automobiles Fast moving vehicular traffic, limited access only via interchanges Land uses and development activity are significantly impacted by the presence of an expressway May create a physical barrier between communities, and cause noise and air pollution 		No	2 miles
	Rail Corridor (CTA, Metra)	<ul style="list-style-type: none"> About two mile wide stretch along a rail right of way. Characterized by its capacity to carry heavy passenger volumes Have an exclusive right-of-way, high speed and high platform loading Examples in Chicago region include CTA transit rail and Metra commuter rail 		Yes	2 miles
	Light Rail Corridor	<ul style="list-style-type: none"> About one mile wide stretch along a light rail right of way May use shared or exclusive rights-of-way, high or low platform loading Electric railway with single car or multi-car trains typically with lower passenger carrying capacity compared to heavy rail Also known as "streetcar," "trolley car," and "trolley." 		Yes	1 mile
	Arterial Corridor	<ul style="list-style-type: none"> About one mile wide stretch along the length of an Arterial road Primarily meant for through vehicular movement; can also be shared by bicycles and pedestrians Have direct access to adjacent land uses 		Yes	1 mile
	Bus Rapid Transit Corridor	<ul style="list-style-type: none"> About one mile wide stretch along a Bus Rapid Transit route Rapid transit buses travel along dedicated lanes or special guideways that allow higher speeds, generally serving permanent station stops A less expensive and a more flexible option than light or commuter rail 		Yes	1 mile
	Water Transport Corridor	<ul style="list-style-type: none"> Used to transport people and goods for non-recreational and recreational purposes The mode of transport includes freight barges, water taxis, cruise lines, tour boats etc 		No	NA

PALETTE OF GREEN AREAS

Symbol	Centers	General Characteristics / Description	Illustrations
	Agricultural Areas	<ul style="list-style-type: none"> Land used for crop cultivation with limited residential land uses Generally found in the mostly rural parts of the region Plays important role in rural economy and in preserving a healthy natural environment 	
	Open Space Areas	<ul style="list-style-type: none"> Forest preserves, state and local parks, other recreational open spaces No development activity Generally available for public use and enjoyment 	
	Biodiversity Areas	<ul style="list-style-type: none"> Special category of open spaces that need to be protected for their contribution to biological diversity in the region Sensitive resource areas, vulnerable to development activity Examples: upland prairies, wetlands, oak savannas 	
	Water Resource Features	<ul style="list-style-type: none"> Significant water bodies like, rivers, streams, lakes, creeks, Important to preserve the quality and quantity of water in the region Also serves as recreational amenity 	
	Trails	<ul style="list-style-type: none"> Includes trails along land or water features like railways lines, streams or through green open spaces Permits activities like walking, bicycling, horseback riding, canoeing and kayaking Widths of these corridors may vary from narrow - such as an abandoned railway corridor, its broad - such as a large, linear forest preserve adjacent to a river 	



COMMON GROUND: A BLUEPRINT FOR REGIONAL ACTION

A PROJECT OF THE northeastern illinois planning commission

Northeastern Illinois
 planning commission
 Common Ground: A
 Blueprint for Regional
 Action

Visualization



Federal Role

FHWA will:

- Encourage the use of PL and other transportation funds to implement Scenario Planning;
- Provide feedback on efforts being planned or implemented;
- Provide information on similar efforts;
- Identify resources and tools
- Facilitate peer workshops



FHWA Scenario Planning Website

www.fhwa.dot.gov/planning/scenplan/index.htm

For further assistance contact:

FHWA

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202-366-2825

Brian Betlyon – Resource Center

410-962-0086

Jim Thorne – Resource Center

708-283-3538

<http://www.fhwa.dot.gov/planning>



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